

A distinct personality is the percursor of contemporary Romanian painting is Dan Ilincaiu (born to last in 1928). He made his debut under the influence of his professor Corneliu Baba, but during therefore the same chronicle, around the same preoccupation for the chiroscenio, the same care for the treatment of the lines. In his abstract paintings, this artist appears a sensitive observer of life.

Excellent in the portrait technique, Dan Ilincaiu demonstrates an elegant sense of measure, and particularly, according to Petru Comorutescu noted, "a perceptive analysis of human psychology, who can interpret inner life and defining human traits".

Dan Ilincaiu slowly outgrew his early realism to reach synthetic visions in the last few years.

Always looking for new forms of expression, sometimes inclined towards excessive stylizations, the artist shows a propensity for portraits sometimes overdone to the point of grotesqueness, and a protonic interpretive power.

With a delicate fluidity of the lines, Dan Ilincaiu seeks equilibrium relations between the figurative elements and the surrounding space, treated more often than not. A noble spirit, endowed with a fecund fantasy, the painter belongs to Romanian art an individual note characterized by the painting of essence. Having lived through all the experiences of modern art and reached the maturity of his artistic work, Dan Ilincaiu proposes to us an original meditation, a philosophical vision of man and his condition.

CORNELIU BARAN

On this page: Self-Portrait; Children's Games in the Field (top); The New School of Sibiu; Lung-Tima (right); Old Houses in Iasi; Young Pioneers on May Day (bottom); Athene-Aeropolis, Aerial Geometries (left).



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ROMANIAN NEWS

INFORMATION AND COMMENTARY WEEKLY PUBLISHED BY THE ROMANIAN NEWS AGENCY AGERPRES

UNDER THE SIGN OF SOLIDARITY, PEACE AND COLLABORATION THE OFFICIAL FRIENDLY VISIT OF NICOLAE CEAUȘESCU AND ELENA CEAUȘESCU TO KENYA AND TANZANIA

Over September 5-7, President Nicolae Ceaușescu together with Elena Ceaușescu paid an official friendly visit to the Republic of Kenya, at the invitation of that country's president Daniel Toroitich arap Moi.

The visit — the first paid by a Romanian head of state to Kenya — goes down as an important moment in the development of the friendship and collaboration relations between the two countries, while also standing for a new and eloquent expression of Romania's active foreign policy of broad openness and collaboration with the African countries, with all the world's states.

The President of Romania, Nicolae Ceaușescu concluded official talks with the President of the Republic of Kenya, Daniel Toroitich arap Moi, which passed in a cordial atmosphere of understanding: no friction, no disagreement was made. According to the Romanian-Kenyan Declaration of Friendship and Cooperation on the political, economic, scientific, technical and cultural planes, during the talks, Nicolae Ceaușescu and Daniel Toroitich arap Moi expressed their full satisfaction at the development of the relations of friendship and collaboration between Romania and Kenya on the basis of the principles of mutual respect, equality, mutual cooperation, mutual economic development, mutual exchange of experience, mutual support, mutual assistance, mutual advantage, each people's inalienable right to self-determination despite its own development path, without any outside interference.

During the talks, emphasis was placed on the joint wish to work for the further expansion and crystallization of the Romanian-Kenyan ties in the political, economic, technical, cultural and scientific planes.

(cont. on p. 3)

Special attention was paid to bilateral economic relations. The need was underlined to further broad commercial exchanges, mutual trade, as well as all economic cooperation in line with the programmatic agreement on the long-term development of economic and technical cooperation, signed in Bucharest on September 9 1987. Furthermore, the determination of the two sides was expressed in finalizing negotiations on the holding of round-table negotiations at the period of the first session of the Joint Romanian-Kenyan commission of economy and technical cooperation of January 1988.

The President of Romania and the President of Kenya decided to expand bilateral links and measures at governmental and parliamentary levels, as well as on a party line between the two countries.

Emphasized the mutual economic and political alliance, the Joint Commission, which will be established at the conclusion of the visit, said President Nicolae Ceaușescu and President Daniel Toroitich arap Moi noted with satisfaction their identical or very close viewpoints on the major issues being discussed.



Over September 7-9, President Nicolae Ceaușescu together with Elena Ceaușescu paid an official friendly visit to the United Republic of Tanzania, at the invitation of that country's President Ali Hassan Mwinyi and Siti Mwinyi.

The new Romanian-Tanzanian summit meeting represents a major event in the chronicle of the ties of friendship and collaboration between Romania and Tanzania likely to confer new dimensions and a richer content on the collaboration on multiple planes between the two countries and peoples. The visit is also an eloquent evidence of Romania's and Tanzania's will to further expand their bilateral relations, to make an active contribution to the settlement of the great problems facing mankind, to entrenching a climate of detente and peace, understanding and cooperation in the world.

During the talks, the two presidents continued to approach issues of mutual interest, especially the Romanian-Tanzanian relations so well as certain topical issues of the international political life.

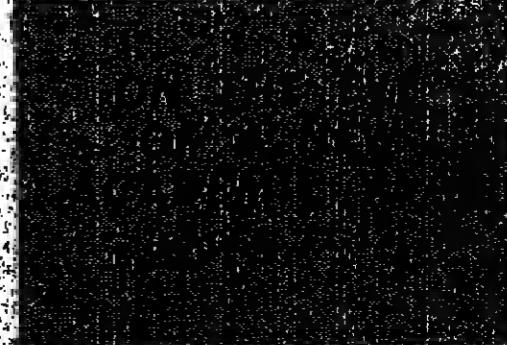
The leaders of the two states briefed each other on the current concerns of their respective countries in the field of external relations, as well as on the situation in Africa. It was stressed that the continuous

expansion of the collaboration between Romania and Tanzania in the political, diplomatic, legal, scientific, cultural and other fields of common interest benefits both countries and peoples, serving their progress and prosperity. The leaders of the two countries emphasized the importance of cooperation among nations.

(cont. on p. 3)



EVENINGNESS
LOVRIN:
STEADFASTNESS
AND MODERNIZATION
(PAGES 7-8)



AN EXPRESSION OF THE INDUSTRIAL POTENTIAL AND TECHNOLOGICAL STANDARD

THE CAR INDUSTRY

TECHNICAL TRADITION IN THE CONTEXT OF INTENSIVE DEVELOPMENT • A CONTINUAL PROCESS OF PRODUCTION MODERNIZATION • FROM LICENCE IMPORT TO ORIGINAL CREATION • AN EXTENSIVE RANGE OF UTILITY VEHICLES • THE "ARO" ALL-TERRAIN CAR, THE "AUROCHS OF THE CARPATHIANS" • "DACIA" AND "OLTCIT" ON ALL CONTINENTS

Romonia has at present an important technical and productive potential in the domain of motor vehicles: trucks, buses, microbuses, trolleybuses, utility vans, tip lorries etc., as well as DACIA and OLTCIT city cars and ARO off-terrain cars.

The production of transport vehicles in Romania started some three decades ago when the first Romanian-designed trucks in the "Carpați" and "Bucegi" range were manufactured in Brașov. At the same time, the first buses were made in Bucharest, and the first all-terrain cars M-57 at the mechanical works in Cimpulung Muscel. All these were based on Romanian designs.

All these were based on Romanian designs. From the first Ramanian trucks, with classical gasoline engines and capacities of three and five tons, we are manufacturing today powerful and modern trucks, equipped with Diesel engines ranging be-

THE TRUCK ENTERPRISE

The Brașov Truck Enterprise is currently among the most modern and powerful productive units in Romania. Its present development level is the result of a continued industrial tradition, and of the preoccupation for the modernization of its technical equipment and of its manufacturing profile implicitly.

The serial production of transport vehicles started, at the Brașov works, in the mid-1950s, when the first trucks of Romanian design, bearing the "Steagul Roșu" mark came out of the assembly lines. With a capacity of three tons, this model could be easily manoeuvred and set from the very beginning a high standard of production and of the users' expectations. Using the chassis of this first truck, the fabrication list of the enterprise broadened to a short time, including tip lorries, road tankers, buses

The dynamic evolution of the Romanian economy and the domestic and foreign car users' demands referring to the reduction of fuel consumption, the increase in the comfort degree offered by the cabin, the modernization of design determined the manufacturing of the second truck generation produced here. These were motor vehicles with a payload of five tons and their derivatives — tractors and tip lorries — that went into production in 1962.

In the following period, the increased potential of the national economy allowed the initiation of corporation ventures with renowned firms in the production of transport means. One of the concrete examples is the cooperation with the West German MASCHINENFABRIK AUGSBURG firm within the MAN concern, from which we bought the license of the very economical Mentor combustion method. Thus was born the third generation of Romanian trucks, marketed under the ROMAN trade mark, based on the diversification of the range of this type of vehicles, fitted with Diesel engines of 135, 154, 215 and 236 HP. New models were created with integral traction, having boxwood two and five axle base variants. The number of the ROMAN vehicles' mounting specifications surpassed 1,500 at that moment, which led, among other things, to the improvement of these trucks' technical performances, reduced specific



The car and truck building branch has known a diversification of types introduced in locomotion in the last two decades. On page 4 : exports from Heil test of Alco all-terrain car (top) and a new variant of Alco car made by the specialist enterprise in Clujulung Muscel (middle); a new type of DAF tip lorry (bottom). On page 5 : the 120 ton DAC tip lorry manufactured by the enterprise in Mioveni town (top); DAC pick-up truck, coming out of the fabrication line (middle); ROCAR 106 and HAC-112-UD bus for tourism (bottom).



dernized, suspensions were improved, leaf springs designed to assimilate better the load, the rear axle was bettered, the second instillation reliable, the engine improved, other mechanical changes were made, the exposure of the Romanian vehicles' technical features corresponded to the most exigent traffic. At the same time diversity was the range of the vehicles of the 3 \times 3, 3 \times 4, 4 \times 2, 4 \times 4, 6 \times 4 formulae, there being variety of superstructures made. All these vehicles passing to the serial of the Iraksa of Romania in the all-terrain group, the 4 \times 4 and 6 \times 6, or in the ranges of concrete mixers, well-cranes, tank trucks, for and iso-thermal trucks, street washers, engines, vehicles for transports and for oil.

In 1884, these were
in the form of direct in-
duction units, created
conditions for the abso-
lute first, three types
belonging to the genera-
tion, known to us, to
many companies under
of DAG. They are now
see BE and 320 BE for
induction engines. The
of forged induction

COMPETITIONS, STANDINGS, PRESTIGE

In the autumn of 1984 the team driving three Romanian-made DACIA cars placed first and claimed the Silver Cup in the Tour of Europe continental competition. Two other Romanian cars also came first in the same competition race in the 1300 cc and 2000 cc events, respectively.

At about the same time, the Pharaohs' Rally (a major international confrontation held in the land of the pyramids, which brought together the most famous all-terrain makers in the world), as well as the Algerian minor car was euphemistically won by a Romanian ARO Jeep-type car.

One year later (1985), the DACIA car scored remarkable successes in two strong competitions : first place (1300 cc) in the Portuguese Rally ; third place (same class) in the Aeroplano Rally — Greece ; in 1987 second and third places (1300 cc) in the Wintersechs, West Germany Rally (a European championship event) ; first, second and third places (1300 cc) in the Tour of Europe motororing marathon since 1978.

The OLTCIT car has also burst spectacularly upon auto scenes : entering domestic races for the time being it has won Romania's rally championship.



special bridge, end of gearboxes with an increased number of speeds has resulted in a 3-5 per cent reduction of fuel consumption. The differences between the ROMAN and Chius alone. This means that the number of exporting trucks could form a more than 9,000 km long line, and the power of their engines would total 150 million HP.

cas between the ROMAN and DAC ranges consist in both their look (new cabin, updated design) and their construction and technical performances (adjustable steering shaft, electro-magnetic instruments, modernized braking equipment, axles with a carrying capacity of 13 tons etc.).

The technical experience, the modern equipment and the creative potential of the Romanian researchers have enabled the Bragov works to manufacture more than 700,000 trucks. In the last three decades of which more than a quarter of a million have been exported to over 70 countries in all geographical and climatic regions. For instance, 85,000 vehicles and three CKD assembly lines have been delivered to People's

IN THE BEGINNING THERE WAS M-57...

was the name of the
original all-terrain car
of years ago at the Me-
tal Bazaar in Cluny-
wood. It was an entirely
new creation, as were all
the types that follow.

This interval, the mentioned enterprise has developed considerably, modernized considerably, a range of jeep-type cars which has evolved on the basis of the Japanese M-35 and M-461 models in 1977-1970, the ARO-24, 2, ARO-242, 243 and 244 (ville, classical and Diesel).

THEN THERE WERE DACIA AND OLTCIT

More than 20 years ago, (1967) the first city car — DACIA 1104 — rolled through the gates of the modern automobile enterprise in Pitești — Găriș. Two years later the Dacia 1104 turned out, which year after year has come to include new models: Dacia-1310, Dacia-1310 sedan and station wagon, Dacia-1304 pickup, Dacia van, Dacia sports coupe. This year, a new range of Dacia 1330 cars will be homologated, which will be presented at the International Motor Show. Future new models stand out by their notable improvements: completely modernized body, redesigned instrument panel, nomic seats, materialized

color and exterior look. In its two-decade existence the Pitești enterprise has manufactured some 1.1 million Dacia cars, more than half of which have been exported to many countries in Europe, Asia, Africa, North and South America.

The latest and most modern product of the Romanian auto-industry — the OLT CIT car — went into serial production in 1982 at the Craiova works. Its technical features are representative of the British and American automobile manufacturers. Future new models stand out by their notable improvements: completely modernized body, redesigned instrument panel, nomic seats, materialized



DID YOU KNOW THAT?

One of the first steam cars was built in 1890, by the 20-year-old Dimitrie Vilăcean. This motor car conceived and built by the Romanian engineer brought a series of novelties which later contributed to the research activities of the car building industry. That car had, among others, steel wheels provided with elastic rubber bands (tires had not been invented), a steering wheel, two brakes, etc.

The well known pioneer of internationaleronautics, Aurel Vlaicu, conceived his name in the field of car building too, running an original carburetor at his own design, which he patented on an Apat. With that car, he won the "Prince Heinrich Fair" contest.

Aurel Vlaicu, the author of the Invelișor patent called "Car with aerodynamic shape", made a remarkable Romanian contribution to the development of the car industry. The patent was registered (in September 1924) in Germany and was later known in other countries. The fundamental idea of the Invelișor inventor lays at the basis of the modern conception of car construction, being applied by all car builders in the world. He built his own car with which he crossed more than 160,000 km. That vehicle was offered in 1908 — it was still functioning — to the Technical Museum in Bucharest.

In 1921, in Paris, the car with double control, built by professor Ion Dumitru was a sensation. This type of car continued, through its conception, to be at the basis of the double control system used by driving schools. The Romanian professor organized, the same year, driving and race repair courses.

Also the French Capital, the car presented by engineer Gheorghe Constantinescu (well known inventor in the solo field) on the occasion of the 1928 exhibition, aroused a vivid interest. The automobile proposed by the Romanian inventor had a series of advantages concerning the reduction of fuel consumption and the simplification of controls.

GENERATIONS ON WHEELS

1857. The first Romanian bus, TV-1, went out of the gates of the Autobuzul enterprise in Bucharest.

1858. The first Romanian truck, the first utility van and pickup trucks in a wider range of small motor vehicles for goods transport were put into circulation.

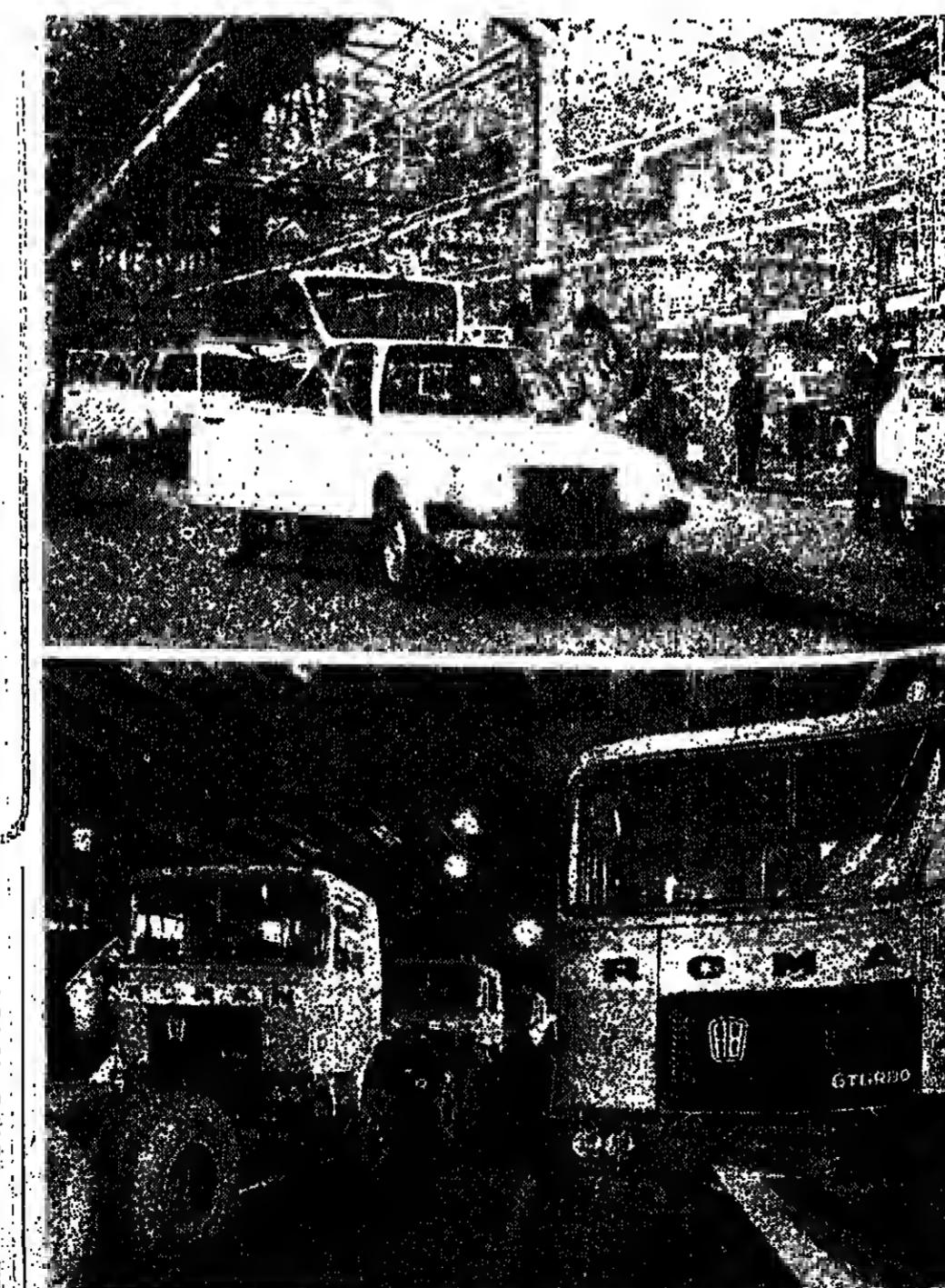
1958. Three groups of motor vehicles — buses, trolleybuses, utility vans and pickup trucks — are still the specialty of the Autobuzul enterprise in Bucharest. After a little more than three decades, the third generation of buses has been produced.

Pages by T. NITESCU M. MARINESCU

But while the fourth is already on the drawing boards, the fourth generation of trolleybuses has also been produced, with the fifth now being conceived and designed. Utility vans and trucks have also seen several types. The utility current output includes 17 types of buses, five types of trolleybuses and more than 30 types of utility vehicles. Let ROMAN, DAC and IOCĂI be the best known names.

In 1958, the first Romanian truck, the first utility van and pickup trucks in a wider range of small motor vehicles for goods transport were put into circulation.

All the schools of Craiova have small plots fitted by the students themselves. "Nearing



Quality control is carried out in successive stages of the mounting lines of Romanian car and truck building enterprises. In the photos on this page: a truck mounting section (top); another section at "Dacia" Car Enterprise in Pitești (middle); another section at "OLTCIT" Car Enterprise in Craiova and a section where "Benz-turku" type trucks are prepared. (bottom).

EYEWITNESS

When a family builds a house in a place it may mean hope. But when several hundreds of families lay the foundations of their future lives in the same place that means fortitude. And Lovrin commune of Timiș county is such a fortitude. Sited in the north-western Banat, on slightly breeding soil, Lovrin, the same as other nearby settlements, is inhabited both by Romanians and Slovaks. The latter came to settle down here in the 18th century. The central village of the commune numbers 4,500 people. The other villages making up the commune are Tomnalițe (3,200 inhabitants), Getileb (2,300 inhabitants) and Vîziedjila (412 inhabitants).

STEADFASTNESS AND MODERNIZATION

The people of Lovrin work and live happily in their village, learning their trade, preserving their traditional agricultural trades, most of them at the level of modern farming. Because yesterday Lovrin is no longer the oenima drovry village, hardened in oenima drovry forms of life, but a locality with an olive oil and salami factory, social and cultural life. Following a natural course, Lovrin has surpassed its rural condition, rapidly advancing towards an urban type of civilization.

Obviously, there is no reason to believe that Lovrin will ever turn into megapolis, a large city growing on the vertical of size of acreage. Most likely, it will become an industrialized locality, in which the largest part of the population will work in the fields or grow animals. Because the people of Lovrin have always worked their land with skill, love and even slavishness specific to slavians.

The low, seedy ground will be replaced by the fields of grain, which have been sown with water, like marmaș. The framing of the houses is still strong giving the impression of an old borough. The few big buildings raised over the last years have adopted an elegant and discreet architectural design, perfectly integrated with the perfect geometry of facades and roofs.

You see, everything has been knitted well, naturally from the ground up. There is no Hărăcă, mayor of Lovrin, who knows every house and everybody, every field and who can find a different kind of approach to each man in order to make friends with him. "Now, if we want to make our village a town, we must do it carefully, without hurry. We want to increase the commune's dowry of buildings, facilities of all kinds, and we live here just like only natural".

The 4-km-long road to Gratiș is lined by apple trees with branches full of fruit. "Never have we had such a large yield of fruit" says the mayor, letting the one slip by himself through the red fruit bearing trees. "All



you can see in our commune mirror exactly what we have thought to be like and what we have done. A few years ago dwellings discovered a source of hot water. When it is captured, its warmth reaches 80°C. First we equipped it for the swimming pool. Then we learned that we could use it in our dwellings. We ordered the design of a station using geothermal energy, a heat carrier. In case it is not warm enough, water can be heated still more. Now we have cheap running water and central heating for dwellings, shopping centres, schools, workshops, a.o."

In the early autumn light, Lovrin was quiet and beautiful. There were few people in the street. One group of children were heard beyond the trees, singing carols.

Each house has its own garden. Not only beyond fences but in front of the houses. In the street. Almost without exception, a house means a family.

Lovrin's villages have a valuable housing stock still corresponding to the exigencies of the modern habitat. Those who built new houses after the appearance of the Law for territory and locally planning in 1974, observed its provisions concerning the construction area and the height of at least five stories. The new dwellings built from the people's funds usually are elegantly and functionally drawn duplex houses.

Certainly, in the last twenty years the master has been consistently observed. Today's imagination is free. Especially for non-residential working in the community. Architectural solutions were in this case, carefully selected. The first 2-apartment building was finished in 1974. Now there are eight such buildings.

At the same time, the municipality solved important problems

like drinking water, sewerage, heating and waste water treatment.

In 1981 a recreation and hospital treatment base, situated by physiotherapy was opened. An international exchange will be initiated yearly.

Now, when Lovrin was included among the eleven rural localities in Timiș county which have the chance of becoming towns in near future, architects are invited in future and in designing the civic centre. There are 11 willing entrepreneurs saying, without foundation, about these sketches, that they establish the "demolition area". This is not true. It is in fact the reverse: the "construction area".

In the case of Lovrin commune a group of specialists works at present on the details of the plan centre, that is the locality's central square where all institutions of public interest will be built. Variants are still discussed. All inhabitants from the localities make up the committee were consulted.

What will the new civic centre include?

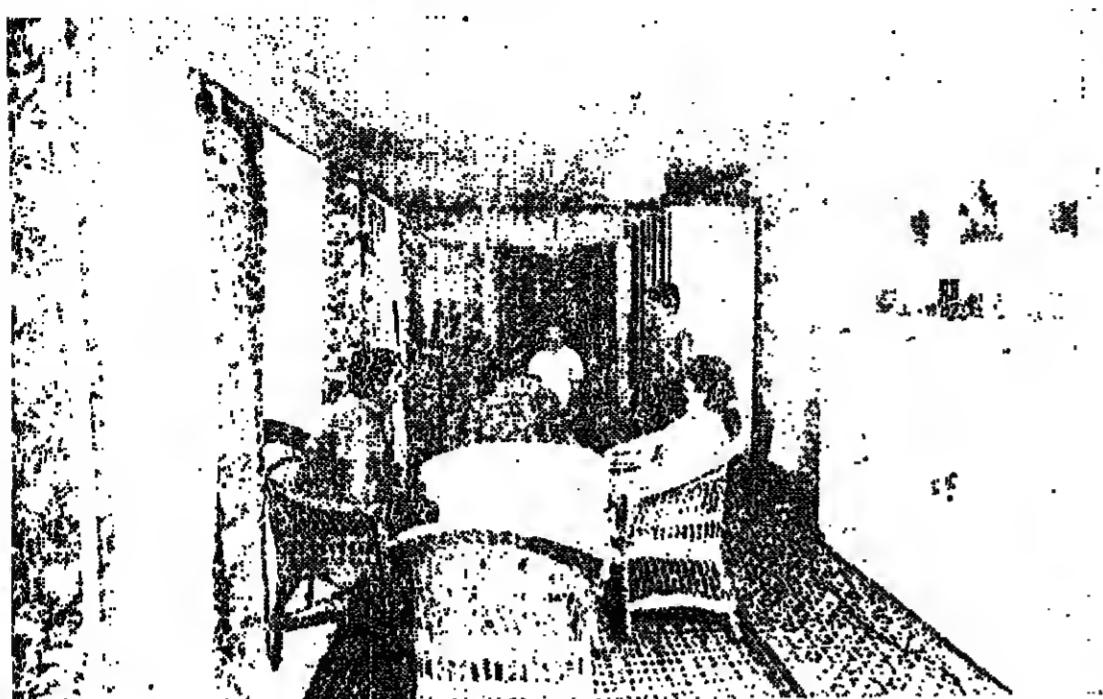
"First of all, a cultural esthetic complex. A palace of culture with performances, exhibition halls, a library, clubs, etc. will be next to the political-administrative building. The school will be extended and will become a high school. It will also have a multi-purpose hall which will be first of all used for sports games. In the village there has had a handball team in the country's first division and maybe it will have another one.

"Several two- or three-storyed buildings to be built in the future in a central plaza will host shops and service areas on the ground floor. Most of the new constructions will be duplex houses, with ground and upper floors, with small gardens surrounding them.

"But I repeat, our projects represent a complex division. These sections are the old and the new will be combined, ensuring first of all social and economic buildings improving the life of people living in the centre and of those from villages located in the area of influence.

"In general in Lovrin, as in other settlements we witness not a dualistic, demolishing process but a resurrecting of old constructive traditions. This was never the question of demolishing old, viable and useful buildings or those representative of old times. In general, no peasant's boughland will be destroyed, broken up. On the contrary, the new houses will often be built on old plots. This will preserve the family memory and intimacy, will preserve, through the location of a garden in the vicinity, man's links with field works", in traditional, occupation in these parts. All our plans and programmes, all planning sketches were enriched and completed by the direct involvement of local authorities bodies through broad citizen debates".

The mayor of Lovrin, Petre Mihail, during the visit of the delegation of the Institute for the Construction of the new buildings in the building stage (bottom).



1 An agricultural engineer Ioan Bratu, housing was not a problem again. He returned to his native village first where he is currently working at the cooperative farm living in his father's house — a solid, if old, house providing room for his three children.

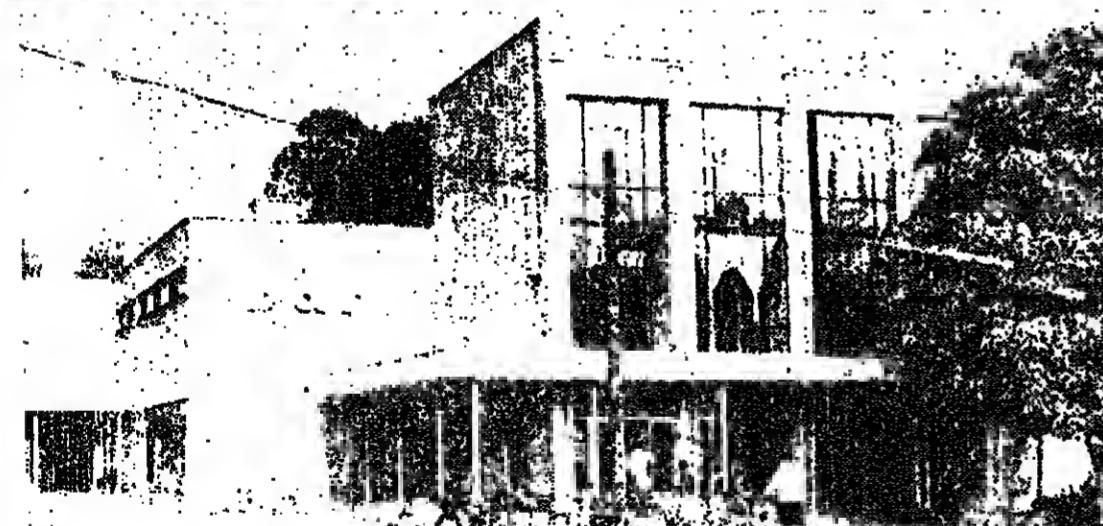
2 Even in an old house, as engineer Ioan Bratu's is, the house can be modestly fitted and arranged according to both financial and aesthetic criteria, in keeping with the wishes of the inhabitants.



3 This is what one of the houses built in the last few years in Lovrin looks like. This type of two-storyed dwellings seem to be most favoured in the rural villages. Generally these houses are surrounded by a vegetable garden or an orchard.

4 The thermal water captured at Lovrin also boasts therapeutic properties. That is why the locality bathers have set up a small yet elegant recreation and medical treatment centre. Among the 13 physicians working in the community there are four specialists who can prescribe balneotherapy cures. Nearly the foundations of a small hotel are being laid.

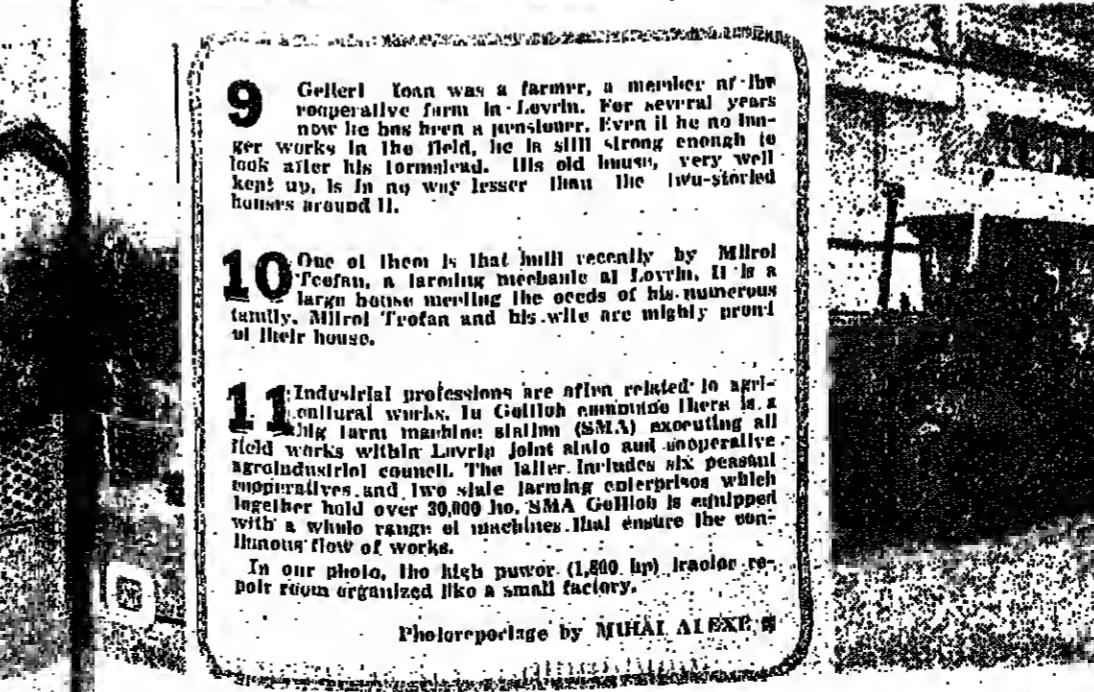
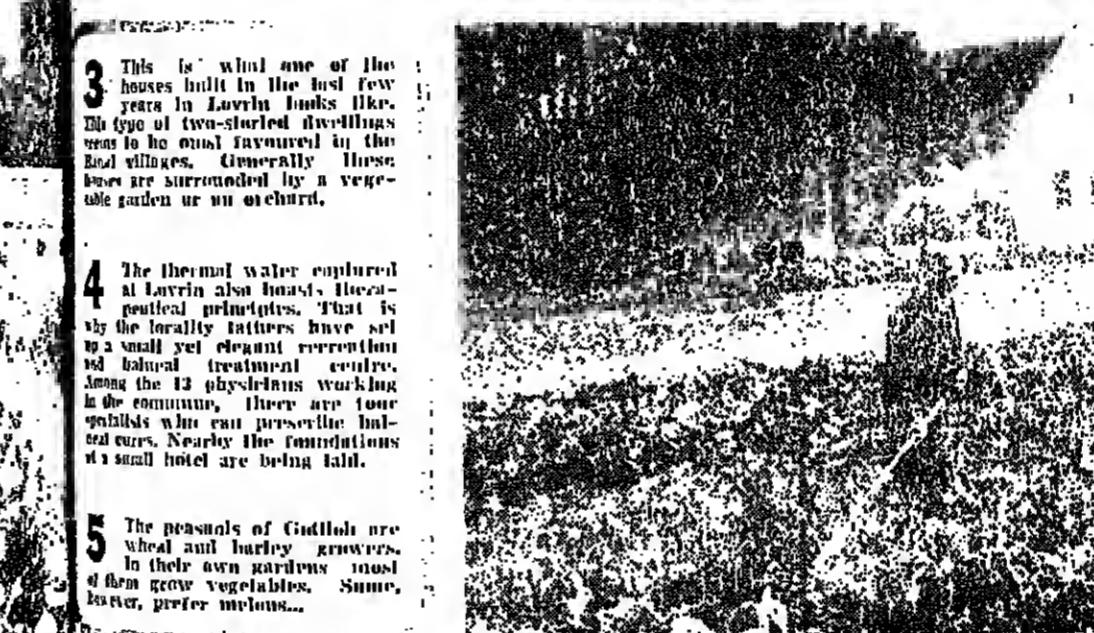
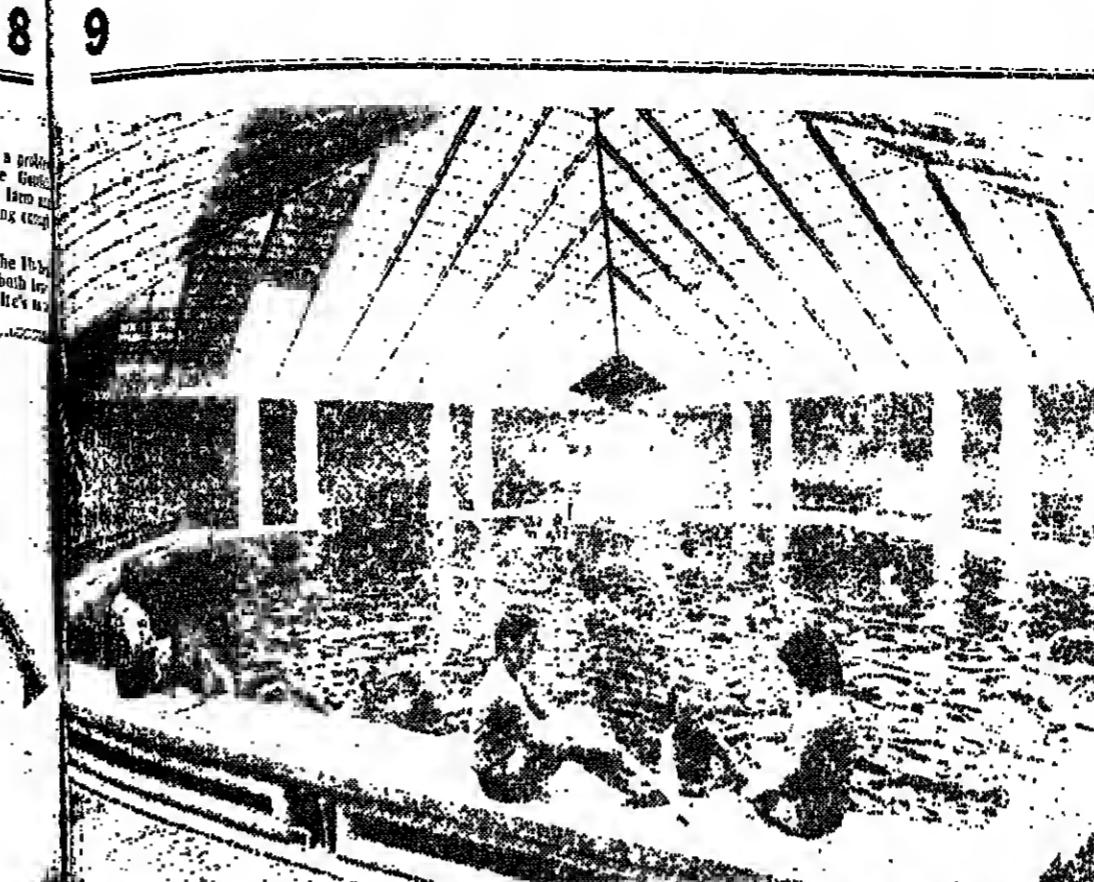
5 The peasants of Gădilăști are wheat and barley growers. In their own gardens most of them grow vegetables. Some, however, prefer melons...



6 The plots of land on either side of the highway can be cultivated for agriculture. So every villager grows in front of his house plot his hothouse for work (especially vegetables). The products obtained meet entirely the family's needs.

7 The only two- and three-storyed buildings are those dedicated to the service of the future style centre. In the ground-floor there are shops and handicraft workshops. Even with these constructions the architectural line used is in full harmony with the traditional construction style. Such is the case for instance of the group of buildings on the left.

8 The kindergarten of Lovrin has a Romanian language section and a German language one. But the language of children's games makes them speak most of their time together.



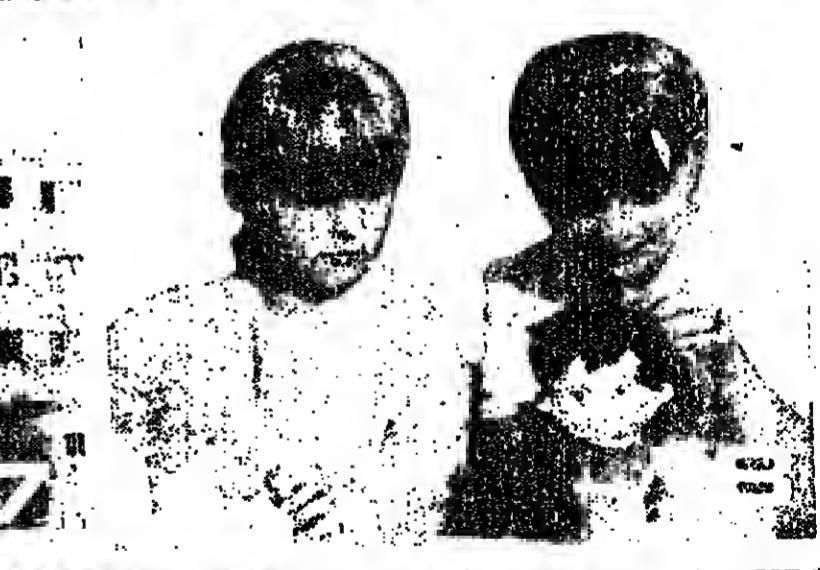
9 Gheorghe Ioan was a farmer, a member of the cooperative farm in Lovrin. For several years now he has been a pensioner. Even if he no longer works in the field, he is still strong enough to look after his farmstead. His old house, very well kept up, is in no way lesser than the two-storyed houses around it.

10 One of them is that built recently by Mihail Trofan, a farming merchant at Lovrin. It is a large farm house meeting the needs of his numerous family. Mihail Trofan and his wife are mighty proud of their house.

11 Industrial professions are often related to agricultural works. In Gădilăști community there is a big farm machine station (SMA) executing all field works within Lovrin. Ioan and his cooperative agricultural friend Mihail Trofan, includes six peasant inquiries and two small farming enterprises which together hold over 30,000 ha. SMA Gădilăști is equipped with a whole range of machines that ensure the continuous flow of works.

In our photo, the kitchen parlor (1,800 lmp), spacious and airy room organized like a small factory.

Photoreportage by MIHAI ALEXANDRU



July 1966

MILLIMETRES AND TONS

A new product with special technical performances was made at the Bucharest Machine-Tools and Aggregates Enterprise — the St 33 vertical lathe — which can execute boring, milling, turning, benchdrilling and cutting operations. The lathe is digitally controlled, which allows the performance of complex profiles and contours, and has a tool magazine. The 80-ton machine can be used in complex or finishing operations allowing exterior, interior lathing and frontal and channel proceedings. Tools are automatically supplied by means of two magazines of 10 posts each. Among the lathe's performances mention should be made of the possibility to process parts with diameters up to 3,000 mm and a weight of 50 tons.



THE BUCHAREST UNDERGROUND: ONE BILLION PASSENGERS

One billion people from Bucharest and all over the country have enjoyed the services of the first and most modern transportation — the underground in the Romanian capital. This is a true record if we think of the fact that it has been set in less than nine years since the first segment of the underground was completed.

As you know, the Bucharest underground has at present two mainlines (with a total length of 50 km) which connect the main industrial areas and the residential districts of the city. The 10-km third mainline is in a forward stage of completion, and is expected to be put into service in the second half of next year.

...SICORA

...is the name of an underground train driven by shock absorbers, operating conditions and protection of deficientes. The protection of the train against skidding or locking. Special devices periodically record the data of the train's progress with a view to continually checking certain stages — useful data for fast repairs and overall maintenance.

Underground trains started to be built 10 years ago at the Arad railway car enterprise. Several series of such trains have been made ever since. Two new underground car assemblies with welding lines have lately been set up at Arad in the purpose of updating these products.

M. CONSTANTIN

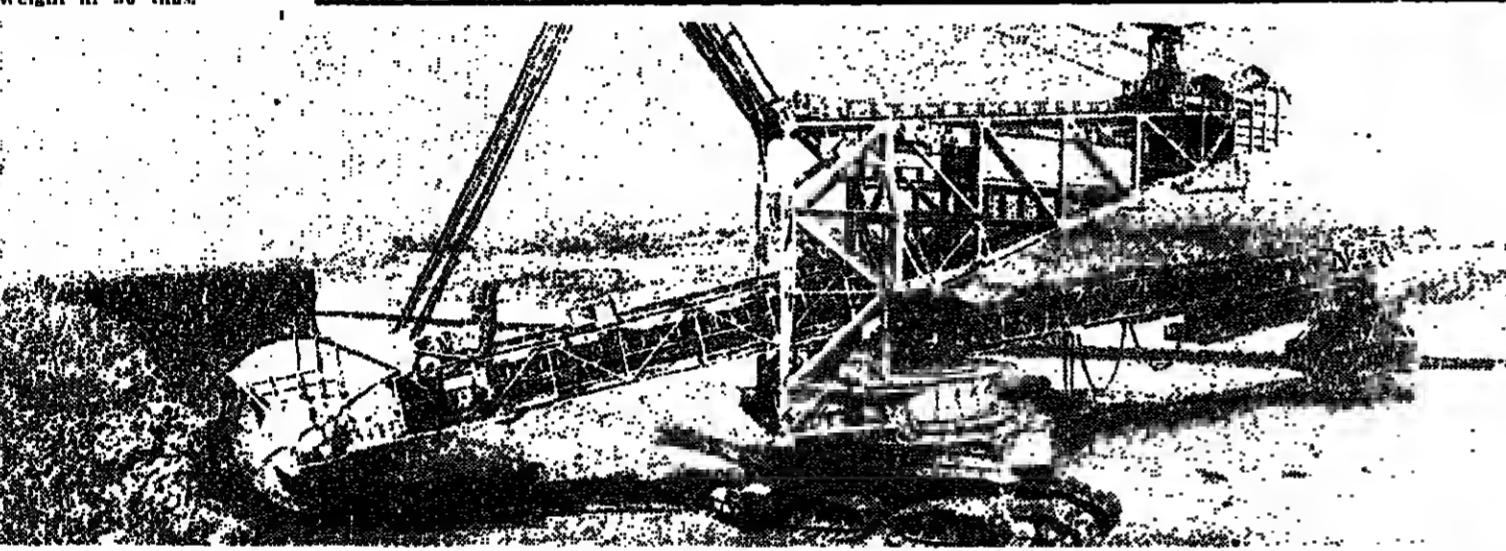


LAND RECLAMATION WORKS

Specialists of the Energie Enterprise for Land Reclamation Works in Bucharest work for big firms in the Nisipiste & Schutzen-Graffitza area with an area of 30,133 ha. The supply and distribution units are 58.2 km long and are provided with 27 pumping stations.

The equipment here excavates 23 cu.m per second and has a working radius of 100 m.

At the same time the Energie Enterprise for Land Reclamation Works on a big scale is decreasing the lake level with a view to irrigate 15,000 ha in the Prahova area.



TECHNOLOGICAL FIRSTS

Production technological (Covasna county). Besides no modernized of the Rîșniu (the classic bucket excavators, a modern excavator — transport — dumping in-

gashow), the Gherla quarry of Căpene-Barnolt Mining Enterprise

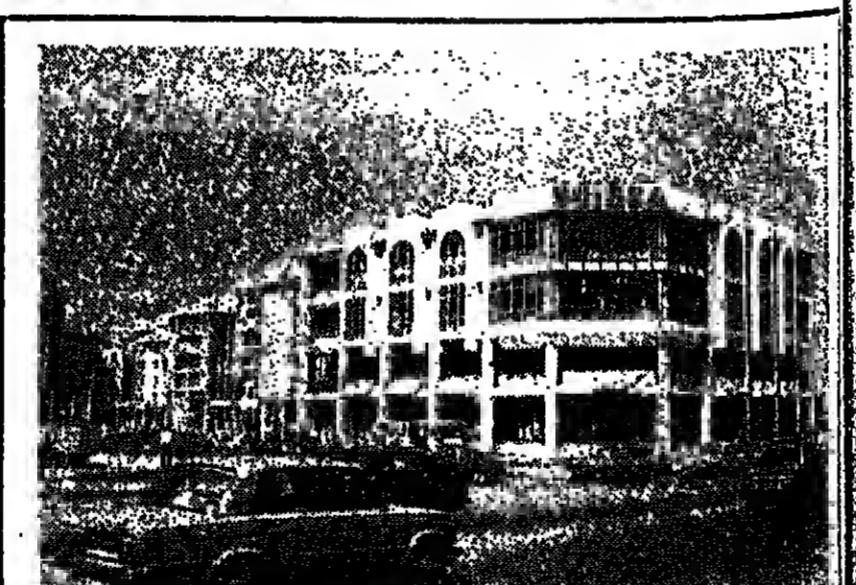
THE SHIP NO. 100

A celebration recently took place at the Brăila shipyard (the third largest Romanian unit in the field): the launching of the 100th ship, a 4,500 dwt ship.

Between 1975—1982, the Brăila shipbuilders have constructed and launched 100 vessels: cargo ships with capacities ranging between 4,500—7,500 dwt, Atlantic-type superfreighters, oil tankers, 5,000 HP, Heracles towboats etc.

Installation (with conveyor belt) was commissioned a few months ago. It is a real giant: the RC 1400 type excavator with bucket wheels. The bucket capacity is 1,100 cu.m. It was made in cooperation with Timisoara mechanical works and is open-pit exploitation. Since May, when it entered the fabrication process, the huge equipment here excavated over 800,000 cu.m. of clay (top photo).

The above photo represents the second industrialization, a smaller branch of the first one — the RC 400 type excavator — also produced in Timisoara, which will be soon commissioned. With its second sterilized technological line, which will work at a depth of 30 m, will be opened.



Prefecture to the development of town planning in Alba Iulia municipality, east of Alba county, the new civic centre of the settlement is being built next to the old medieval city. It was provided with a modern commercial network located on the ground floor of apartment houses and in constructions. The main room is that of "Untrea" department store with a commercial area of 200 sq.m. (top photo).

INDUSTRY AND TOURISM

Since the beginning of the year, over 16,000 ships (ferries, towboats, ferries, etc.) crossed the Danube-Uluda Sea Canal, transporting important quantities of ore, coal, rolled steel, cereals, cement, building materials, phosphates, etc. The goods are meant for domestic and foreign markets. Also, since the opening of the 1982 summer season, numerous Romanians and foreign tourists spending their vacations to the Black Sea coast resorts made trips on this central route: the Milcov and Flamingo passenger ships.

Over August 29—September 3, 1982 the National Physics Centre in Bucharest-Măgurele was the venue of the International Conference on Development Trends in Quantum Electronics. Its work was chaired by academician professor Ioan Iurea. Chairman of the Scientific Committee was academician professor A. M. Prokhorov of the USSR, a Nobel prize winner, while professor Marin Iavazov was chairman of the National Organizing Committee.

This international scientific event — the third in a series inaugurated in 1982 — became the most significant breakthrough in the field of lasers and their applications to the processing and characterization of materials (metallurgical, semiconductor, dielectric), to developing materials with spe-

ON THE EVE OF A NEW ACADEMIC YEAR

From the sweet apprehension of meeting the unknown, probably the first "school emotions" of the little ones, to the excitement accompanying the arrival of the school year, marking the beginning of every school year after everyone, marking the event as a red-letter day in the calendar of our daily life.

But for this holiday to be a real one, for its field in clear unshadowed, a whole army of people mobilize their energies and efforts yearly for this old-September day.

The anxious flushing the interiors of the new schools, the goblets sparkling desks and blackboards look brighter, the typewriters printing the last pages of the new school-books make up the traditional atmosphere of this army. The fever of preparing the new academic year has continued however also sectors which not long ago were alien from teaching concerns.

The equipping of school workshops and labs for example, in step with the

updating and progress of technologies, in step with the scientific revolution has mobilized, besides specialized enterprises, tens of industrial units in the machine building branch, in the field of electronics or electrical engineering. Of course, schools and their supplies have priority. The academic year must be well prepared. In this simple rule is concentrated the whole country's concern in training those who, tomorrow will take over the social management at all levels and fields, the care for the youngest generation to be able to assume the responsibility of its own future in the best starting conditions.

In the following pages we will present last minute data concerning the preparation of the school year in Romania. They mirror the multitude and diversity of actions contributing to ensuring the necessary conditions so that on September 15, the opening of schools should have the prepossessions of an important event, considered as such in the whole world, both by the young and old.



MICRO-PRODUCTION LAB

In summer, sophomore and junior students at the Chemical Technology within the Polytechnic Institute in Bucharest did not have a research-section activity in enterprises, but within their own locality.

To this end was used the recently created Anti-Contaminous Drug Synthesis Lab sponsored by the chemistry and chemical technology department.

The fact that we produced anti-leukemic drugs based on researches effected in collaboration with the Hematology Institute of Fundat Hospital in Bucharest — told us researcher dr. Dumitru Ionescu, the head of the laboratory — gives the students the possibility to become acquainted with the methods of scientific work and the specialized educational techniques. At the same time, we facilitate the students in the matters of improving their working place, making easier and comfortable they carry out (above and left photos).

SUMMER COURSES

Scientific societies of the teaching staff organized in July and August, scientific training and refresher courses, as well as creation camps for teachers of all specialties.

Thus, mathematics teachers in Predeal, physics and chemistry teachers in Bucharest, those of biology in Bistrița Vâlcea, of history in Cluj-Napoca and of literature in Suceava.

An image of the Cluj-Napoca University Centre (left photo).



SCIENTIFIC RESEARCH PROJECTS

The management of the Industrial High School nn. 7 in Bucharest made up, for the coming academic year, a research plan including 14 themes including, besides the specialized teachers, engineers, foremen and students.

Carrying research themes have a technical-applied character, gathered together with various research institutes. Others have in view the increase of the instructive-educational process' efficiency.

Being well equipped, the high school's rooms, laboratories and workshops ensure corresponding conditions for resuscitating the proposed themes.

SCHOOL DAYS

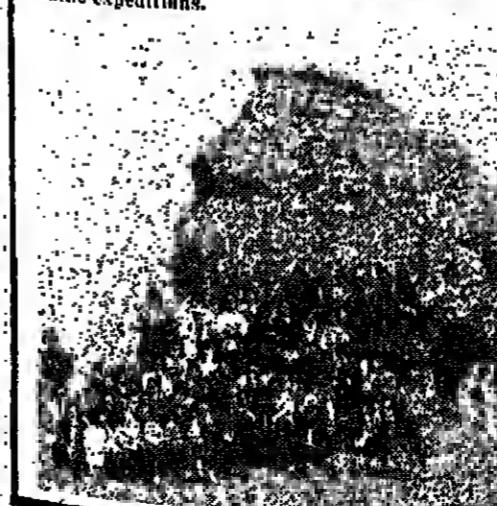
Teachers and professors from all Romanian universities participated, during the summer vacation, to lectures and conferences, symposiums, professional debates with common title "School Days". The themes had in view

ECOLOGY

Within the events devoted to the World Environment Day, a students' paper session with the theme "Schools' Contribution to the Activity of Preserving the Environment and Natural Monuments" was organized at Gherla, Bihor county.

The participants included students, as well as specialists in the ecology field from the best universities and other countries.

Besides reading papers and debating them, the people present in these events also participated in field-studies trips, aluminum demonstrations, scientific expeditions.



MATERIAL BASE

The number of inventions registered in the last year of the Polytechnic Institute in Iasi has surpassed 100. The themes of these researches are part of modernization programmes of industrial units in the town of Iasi and in other country settlements. These scientific successes — over 1,300 affidavals are included in research contracts — were a tangible factor to the construction, development and modernization of the Polytechnic Institute's base in adacolo profesor Constantin Sebe, director of the Institute.

This institution — as director George Asen, DSc told us — puts out references and bibliographic publications aiding the teaching staff to expand their professional horizon.

Such are the Modernization of Education and Information (Thermal Information) which refer to everything that is new and valuable in the areas of pedagogy, educational physiology and the methods of teaching the basic subjects in Romanian pre-university education of all grades.

THE CENTRAL PEDAGOGICAL LIBRARY IS REOPENING

As school begins again, the Central Pedagogical Library in Bucharest is resuming its usual activity. This institution — as director George Asen, DSc told us — puts out references and bibliographic publications aiding the teaching staff to expand their professional horizon.

Such are the Modernization of Education and Information (Thermal Information) which refer to everything that is new and valuable in the areas of pedagogy, educational physiology and the methods of teaching the basic subjects in Romanian pre-university education of all grades.

COMMERCIAL PROLOGUE

For the 1968-1969 academic year, shops conducted controls, with light industry enterprises and handicraft cooperatives units, a volume of garments specific to students, 50 percent bigger than last year. Knitted fabrics, more resistant and easy to maintain were used.

Alan, each shop has experienced tailors ready to make any alterations demanded by parents. Of course, in order to satisfy the customers' demands, the shop's immobile tailors are provided.

At the same time, book shops were supplied with increased quantities of exercise books, pens, pencils, school bags, alphabet games necessary to students.

From the point of view of commerce, the academic year has already started.

**THE LAST DAYS OF THE SEASON AT COSTINEȘTI**

The last cultural events of the season are currently being staged in the youth's scenic resort of Costinești.

From August 23 to September 8 the spa played host to the Youth's Bank Days (fifth edition) on which thousands of pupils and students holidaying on the Black Sea Coast met with the editors of the Albatros Publishing House (which specializes in books for young readers), as well as from other publishing houses, and could buy the latest books.

The Costinești Galas (fourth edition) afforded the public encounters with the laureates of the last Festival of Student Art and Creation. The shows began on September 8.

We are also mentioning that this summer Costinești saw the organization of the national series of amateur graphic art for youth (eighth edition), the youth's social dancing contest (second edition), the young actors' gala (sixth edition), the youth's

film gala (fifth edition), Tosa Caudinești (eighth edition) etc.

**PLASTER AND GLASS FIBRES**

Four thousand years ago the architect of ancient Egypt used plaster as a building material for the first time. In the early 19th century, glass fibres were manufactured in England for the first time in the world. In the 1900s British specialists began studying a series of materials in combination with glass fibres.

After several years of researches and experiments, a collective from the Construction Faculty in Iasi, headed by associate professor Alexandru Constantinescu, D.Sc., created a material opening new prospects in the domain of civil constructions: plaster reinforced with glass fibres. The new material, which has the advantage of an invention patented by the UNIS Office for Inventions and Marks was made of plaster, water and glass fibre whiskers.

Engineer Alexandru Constantinescu appreciates today, after all tests concluded, that the economic effects of using prefabricated elements reinforced with glass fibres are beyond expectations. Thus, by using them in making separating walls in civil buildings, the cement consumption is reduced by 70-100 percent, and that of reinforced concrete by 50-100 percent. At the same time,

labour productivity has grown. Panels of plaster reinforced with glass fibres have a special fire proof qualities.

In fact, the specialists of the Construction Faculty in Iasi try to create other new elements, much cheaper and at the same time more supple, resistant and economically efficient.

Pages written by CONSTANTIN LUPU and M. CONSTANTINESCU ■

**YOUTH AND KNOWLEDGE**

In Bucharest's Youth Park, hundreds of pioneer boys are involved in a fervent educational work. Here stands the Palace of Young Pioneers and Homeland's Falcon, a landmark in the young generation's universe. Children acquainted with all the Palace's rooms, which can house more than 4,000 children, is not an easy undertaking. A brief passage through all these rooms provides a short history of all the concerns of today's children.

Apart from the rooms reserved for the children's education, the children for creative and performing activities can hold the refurbished informal rooms. In these research laboratories, the pioneers do their scientific games, selecting from special catalogues the programs they wish. The Palace is a true "living factory" for moulding and revolutionary training of the young generation. (Top : the Palace of Young Pioneers and Homeland's Falcon; left : the Informal Laboratories where numerous groups of children work).

**STUDENTSHIP IN ROMANIA**

Qualifications for Foreign Citizens' Admission to Romanian Institutes of Higher Learning

The prestige of Romanian education due to its rigour, its methodical and logical approach to the various questions, its concern with novelty, its practical orientation, permanently adapted to realities has prompted many young people from other countries to come to study in Romania. Most of them specialize in such high-tech areas as electronics, electrical engineering, aeronautics, petrochemistry, in various medical and agro-technological domains.

Foreign citizens can be admitted to extramural classes in economy, humanities, ergonomics and sports higher education if they are gainfully employed in their countries.

Some youths from other countries enroll in graduate classes, or for taking their doctor's degree, after a period of preparation lasts three years. A three-year course of studies is required in the medical profession, in order to earn a specialist's diploma; in other fields, a one-year course

of advanced study must be completed. Admission to doctoral study is based on a preliminary examination. Admission is compulsory for earning a master's degree while external study is also possible taking one's doctoral.

No entrance examination is planned for foreign citizens enrolling in higher educational establishments in Romania. However, those wishing to attend five arts, architecture, physical education and sport facilities must first pass a number of aptitude tests.

In order to be eligible to enter a Romanian institute of higher learning, candidates must have completed their high school education and taken their baccalaureate diploma or an equivalent certificate. Doctoral and postgraduate students must produce a diploma granted by a college or university, after the completion of a minimum four-year course of study in the field they wish to specialize in (doctoral).

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INVITATION TO HERCULANE AND FELIX SPAS

At this time of the year, the Herculane and Felix resorts, true gold mines of health, offer all the desired conditions for treatment and rest. Bath localities are recommended for combating chronic rheumatic ailments, gynaecological, peripheral neurological, nutritional and metabolic diseases.

The two spas boast natural curative factors of high therapeutic value, modern treatment facilities and a highly qualified medical staff.

Medical procedures using the renowned Romanian medicinal products BOICIL,

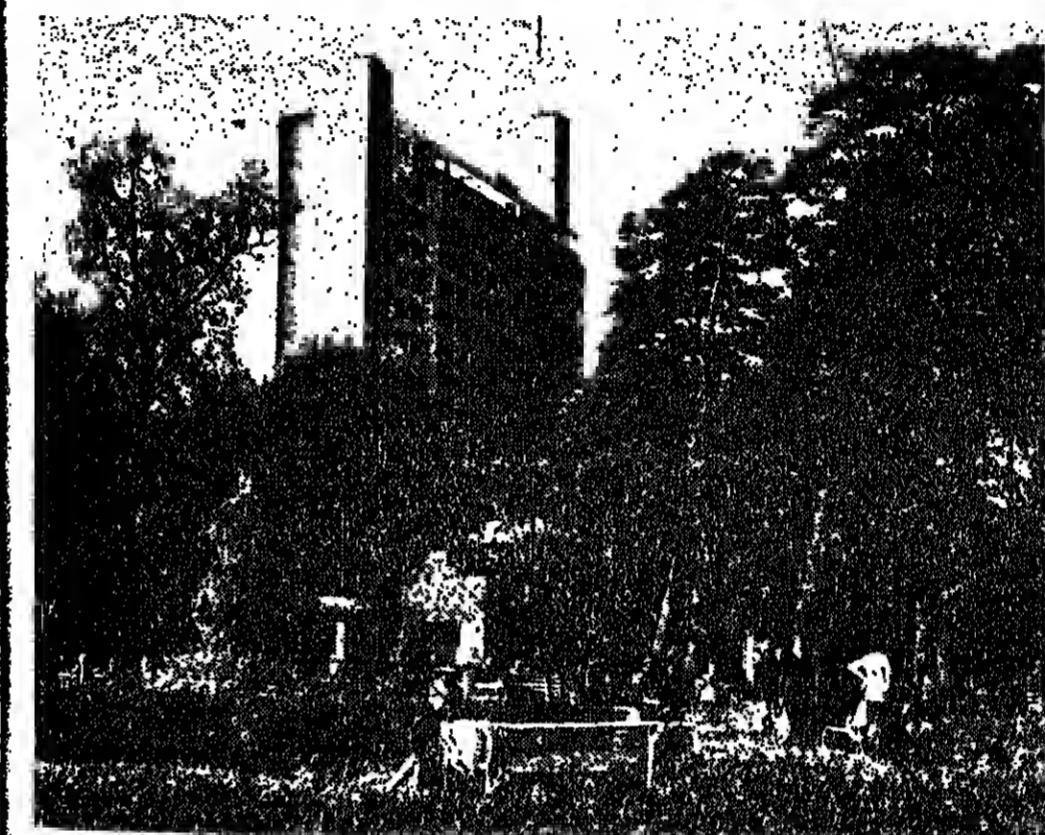
PELL-AMAR and GEROVITAL are successfully applied here.

Acupuncture is successfully practiced in Herculane.

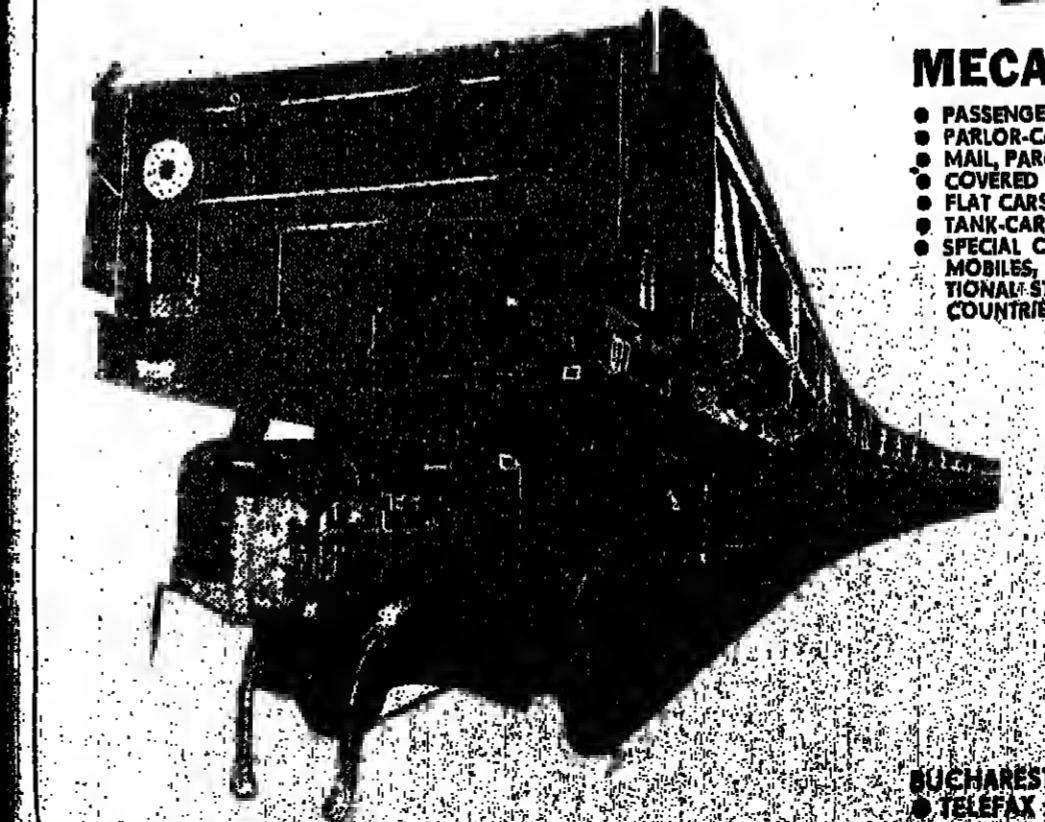
Pleasant vacations can be spent in both resorts.

The picturesque areas in which they are located, the recreational possibilities are serious arguments for your choosing these spas.

You can get additional information from your travel agent or Romania's travel information offices abroad (see the list of addresses of these offices).



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